

### **REMARKS**

Claims 6-11 remain pending in this application. Claim 6 is independent. Claims 6-11 have been amended. No claims have been added or canceled by this amendment.

### **Drawings**

Withdrawal of the objection to the Drawings is requested. The limitation objected to in claim 6 has been removed, thus rendering the drawing objection moot.

### **Specification**

Withdrawal of the objection to the Specification is requested. The number of the cited PCT application has been corrected in paragraph [0011], thus rendering the drawing objection moot.

With respect to the assertion that the specification fails to provide antecedent basis for the recited “bar” and “strip” of claim 10, the Examiner’s attention is invited to paragraph [0023], cited below (emphasis added):

[0023] In a further embodiment, on the inside in the front edge of the head-protecting part, ***there is provided a bar or strip which abuts flexibly against the outside of the visor.*** Thus when the visor is moved up or down inside the head-protecting part of the helmet, the outside is wiped clean of water or the like in the manner of a windscreen wiper.

Thus, Applicant submit that adequate antecedent basis for these terms is present in the originally filed specification.

### **Enablement Rejection Under §112¶1**

Withdrawal of the rejection of claims 6-11 under 35 U.S.C. §112, first paragraph, as failing to comply with the enablement requirement is requested. Applicants respectfully traverse the Examiner’s assertions with respect to enablement, as further discussed below.

Applicants submit that, contrary to the Examiner's assertion, the description and explanations given in paragraphs [0018] to [0022] of the published US application and in the drawings are sufficiently clear to allow one skilled in the relevant art to carry out the invention.

In particular, in paragraph [0018] discloses: "An embodiment of such a clutch is a plate mounted between the visor and the chin guard at the mounting point on each side of the helmet, which plate is fixed relative to the rotational motions... Both the visor and the chin guard will thereby be able to move individually without influencing the other of the two elements..."

Also, in paragraph [0020] it is said: "...stoppers may be provided on the clutch plate or on the inside of helmet to limit the travel or rotational motion of the visor and chin guard so that they travel between predefined extreme points....Furthermore, on the visor and chin guard in the area of rotational suspension on each side of the helmet there are provided grooves or countersinkings which engage which each of the stoppers on the clutch plate."

In practice, in one embodiment, the clutch mechanism 5 comprises a plate 7 (see paragraph [0038] and figures 4, 8, and 9) which is interposed between the visor 2 and chin guard 3, thereby making possible the individual movements of the visor and the chin guard without influencing each other. Two lugs 6 and 8 (see paragraph [0038] and figure 4) are positioned on the plate 7 and cooperate with the section 9 of the visor and the section 10 of the chin guard (see figure 5). As explained in paragraphs [0020] and [0040], the lugs 6 and 8 are engaged with the sections 9 and 10; as shown in figure 5, both sections 9 and 10 have, at their extremes, abutting surfaces that, when engaged with the lugs 6 and 8, prevent any further movement of the visor and chin guard, thereby determining their upper and lower limits of movement.

In addition, in another embodiment, the clutch mechanism may include "friction-generating discs between the clutch plate and the visor and the chin guard for regulation of the resistance ..." (see paragraph [0021]) so as to have a better control on the position of each visor and chin guard.

Moreover, in paragraphs [0021] and [0042], as well as in FIGS. 8 and 9, an embodiment of the locking nut is given. In particular, in this embodiment, the self-locking nut is in the form of a large wheel 11 that can be operated by the user's hands. The nut 11 has, on its outer periphery (see figures 8 and 9), a number of depressions, while a lug 12 is positioned on the clutch plate 7. Once the visor and/or the chin guard are in the desired position, they are blocked by the user by operating the self-locking wheel 11; in turn, the wheel 11 is then prevented from moving by the lug 12 which cooperates with one of the depressions on the outer periphery of the wheel 11 (see figure 8).

Accordingly, Applicants submit that the claims are adequately enabled. Reconsideration and withdrawal of the enablement rejection is respectfully requested.

### **Indefiniteness Rejection Under §112¶2**

Withdrawal of the rejection of claims 6-11 under 35 U.S.C. §112, second paragraph, as being indefinite, is requested. These claims have been amended in a manner that is believed to overcome the stated bases for indefiniteness.

The positive reference to the user's head referred to by the Examiner has been deleted, along with the reference to the "inner helmet". Further, the phrase "within the inside of the head-protection part" has been clarified.

Allowance of claims 6-11 is requested.

### **Conclusion**

In view of the above amendment and remarks, Applicants believe that each of pending claims 6-11 in this application is in immediate condition for allowance. An early indication of the same would be appreciated.

In the event the Examiner believes an interview might serve to advance the prosecution of this application in any way, the undersigned attorney is available at the telephone number indicated below.

For any fee that is due, including fees for extensions of time, please charge CBLH Deposit Account No. 22-0185, under Order No. 22106-00090-US1 from which the undersigned is authorized to draw.

Dated: September 19, 2006

Respectfully submitted,

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